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Quartermaster Gen. of Army

TRANSPORTATION OF TROOPS BY RAIL

A LECTURE

DELIVERED BEFORE THE OFFICERS OF THE QUARTERMASTER RESERVE CORPS AT WASHINGTON, D. C., ON JUNE 12, 1917

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By
MAJ. ROBERT E. SHANNON
QUARTERMASTER RESERVE CORPS

WASHINGTON
GOVERNMENT PRINTING OFFICE
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TRANSPORTATION OF TROOPS BY RAIL.

GENTLEMEN: In any plan looking to the employment of the resources of our country in the general scheme of the national defense transportation facilities take first place. Upon the prompt and methodical transfer of troops and their supplies depends the first principle of military success—to be first on the ground to be contested with superior forces and armament, or, as a noted Confederate general once said, when asked what was the most important element of military success, "To get thar first'st with the most'st men."

Among its many other functions the Quartermaster Corps is the transportation agency of the War Department. Paragraph 388, Field Service Regulations, provides: "The movement of troops and their equipment over commercial railways is the function of the Quartermaster Corps, who plan and prepare for the move in conformity with regulations and orders from competent authority."

The most powerful means of auxiliary transport that will be available for military operations within our boundaries are the railways of our country. Their value is so great that one turns instantly to them upon any order for mobilization. No other means aside from water routes are thought of. Fortunately, the system of railroads in our country forms such a net work that it is a comparatively easy matter to effect a concentration at almost any desired point by their use.

Napoleon has said, "The force of an army is, like the quantity of movement in a machine, the resultant energy acting on a mass." Similarly the railway is the means of instilling speed to great masses. It renders possible in one day a movement of 500 or more miles, whereas the limit by marching would be 20 miles.

Some idea of the strain that was put upon the railways of Europe may be had when we consider that in the mobilization and concentration of the French troops at the outbreak of the

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war it required 4,750 trains composed of over 130,000 cars of various kinds to transport troops and their matériel to the front. In Great Britain, between August 5 and September 30, 1914, 3,070 military railroad trains composed of over 90,000 cars were used in the transportation of the expeditionary forces with their matériel and supplies to the ports of embarkation. So well did the railways of France and Great Britain do their part that the Government of each has officially congratulated the railroads for "the admirable devotion and patriotic activity they had unreservedly displayed, day and night, unceasingly." Statistics are not yet available as to the number of trains used in the mobilization of the German Army, but much of the success achieved by the Teutonic allies has been due to their ability, through their comprehensive system of rail transportation, to expeditiously transport armies and their supplies to the particular point at which they were needed.

In any movement of troops, whether in large numbers, few, or as individuals, the basis for furnishing the transportation is the order from competent authority directing the movement. Acting under this order the quartermaster immediately begins his arrangements for the transportation. His first duty should be to furnish to the commanding officer of each organization a sufficient number of copies of Q. M. C. Form 469 (estimate for rail transportation) to enable the commanding officer of the organization to supply two copies to the supply officer of each unit that would require a train section. He should, at the same time, furnish a sufficient number of copies of Q. M. C. Form 471 (memorandum concerning the movement of troops). This form shows the information that should be furnished to the shipping quartermaster; instructions as to invoicing, marking, and loading; the certificates that should be furnished; and other information relative to the movement. The information called for therein should be furnished to the shipping quartermaster promptly as shown and Form 471 retained by the train quartermaster of each train section for his information and guidance, as it contains a great deal of information necessary for him while en route with the troops.

Q. M. C. Form 469 is intended to show number of officers, men, civilian employees, animals, and vehicles, and an estimate of the number of cars required for other property of the organization to move. A preliminary estimate on this form should be furnished at once to the quartermaster by each organization

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commander in order that the latter may secure railroad equipment necessary, and the final statement on this form should be furnished him a sufficient time in advance of departure to enable the drawing of transportation requests.

At each point where large numbers of troops are assembled there will be stationed one or more representatives of the American Railway Association. Special regulations No. 63 provides for the appointment of these representatives and outlines their duties. They will act as assistant to the quartermaster with whom they are serving, and are assigned to this duty as transportation experts. They will assist the officer with whom they are serving not only in the transportation of troops but in any other matter pertaining to transportation in which their assistance may be required. As soon as the preliminary estimates are received the quartermaster will furnish all information available to the American Railway Association representative and work out with him the number of each class of cars required. The American Railway Association representative will take whatever action may be necessary relative to prompt furnishing of the desired railway equipment.

In paragraphs 3426 to 3433, inclusive, Manual for the Quartermaster Corps, will be found tables showing dimensions and capacities of railroad cars from which the number of cars that will be needed may be determined; and in paragraphs 3503 and 3504 of the manual are shown the cars required for Field Artillery and Engineers. Tourist sleeping cars will not, under present instructions, be furnished in any case where the journey will consume less than 24 hours, which with a troop train is approximately 500 miles, so that in journeys in less than this distance arrangements must be made with the railroad companies for furnishing coaches for the personnel on a basis of three men to each two double seats. Where the journey exceeds 24 hours every effort will be made to furnish tourist sleeping cars and particularly for travel over long distances. In such cases as soon as the orders are received the quartermaster will immediately wire the Quartermaster General advising the number of tourist cars that will be needed. Should it develop that it is not practicable to furnish sleeping cars in time for the departure of the organizations the quartermaster will be so advised by the Quartermaster General and the railroad representative should then be called upon to furnish coaches for the movement.

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In all long journeys a sufficient number of baggage cars should be requested for the use of one in each train as an emergency kitchen car, in which field ranges will be installed as provided in paragraph 3482, Manual for the Quartermaster Corps. The routing of all troops in interdepartmental journeys will be under the control of the Quartermaster General of the Army, who will furnish routings in advance to the department quartermaster, by whom they will be transmitted to the local quartermasters concerned. In intradepartmental journeys the department commander will have sole jurisdiction and will advise the local quartermasters as to routing arrangements. The routes furnished by the Quartermaster General will be numbered, and in any correspondence in connection therewith the number of the route should be given.

The packing of troop property for shipment will be done by the troops themselves, but the quartermaster must furnish boxes, crates, barrels, lumber, nails, and other packing material to facilitate this packing.

The American Railway Association representative will keep the quartermaster advised as to railroad equipment, and as soon as it can be definitely ascertained the quartermaster will advise the commanding officer where the freight and passenger equipment for each section will be placed and the time when it will be in position for loading. At the same time that this advice is furnished the commanding officer, he will be requested to designate an officer to superintend the loading of each train section and collect the lists of property put in each car. The duties of the officers designated to superintend the loading are outlined in paragraphs 3494 to 3500, inclusive, Manual for the Quartermaster Corps.

As soon as the railway equipment is received the quartermaster, in company with the American Railway Association representative, will inspect the same with a view to immediately ascertaining and correcting any defect. If necessary he will at once reject any unsuitable equipment and secure other equipment in its place. Before the troops are entrained a joint inspection of the equipment should be made by the American Railway Association representative and the train commander or his representative.

The quartermaster should detail a competent man from his force to act as a yardmaster, watch the loading, keep track of the location of cars, make lists of cars in each train section, and

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keep the quartermaster generally informed as to the progress of the loading in order that he may take any necessary steps to prevent delay or secure other or additional railway equipment should need arise. The quartermaster should also instruct his wagon master when and where to send the wagons to haul the freight, and the wagon master should see that such wagons are not kept unnecessarily idle, should expedite the loading by hauling the freight whenever practicable, and particularly just before the loading of a train section is completed, with the teams and wagons that are to remain behind.

As soon as the freight cars are placed the quartermaster will mark the cars in chalk with the letters of the organization to which they are assigned, and will also similarly designate the passenger cars after the train sections are made up.

The general rule for loading property is to put in first such articles as will not be immediately needed on arrival at destination, detailed instructions being shown in paragraph 3492 of the Manual.

The particular attention of the officers in charge of loading should be called to the fact that checkable baggage, not exceeding 150 pounds per passenger, is carried free by the railroads on the tickets and that the weight of this baggage should not be included with other weights or listed on the bills of lading. The lockers, bedding roll, bed sacks, and other articles of like nature come under the head of personal baggage and should be loaded in the car assigned as a baggage car and, as above stated, not included with the freight.

In loading the impedimenta that accompanies an organization there is one very important fact that is often overlooked and that is the full loading of cars. All tariffs governing the freight charges on impedimenta in carloads provide for a certain minimum weight per car, varying from 24,000 pounds to 30,000 pounds, and this minimum weight is charged, no matter how lightly loaded the car may be. Light loading means a distinct pecuniary loss to the Government and results in the use of more cars than are needed at a time, such as now, when the railroads are unable to furnish enough cars to take care of the traffic offered. In a recent movement that came under my observation 12 cars were used for the transportation of the impedimenta of an organization which could have easily been loaded in 8 cars. The Government paid over $1,000 for the four unnecessary cars. Quartermasters should see that cars are loaded full,

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if at all practicable, even though it requires the placing of the property of two or three different units of the same organization in one car.

If there is a sufficient quantity of any one commodity to make up a carload, it should be loaded in a separate car and so shown on the bill of lading.

Where an organization is changing from one station to another and there is a large amount of household goods and personal effects belonging to the officers and men to be transported, these commodities should be loaded in a separate car or cars and shown on the bill of lading as "Household goods." In cases of this nature care must be taken that the weight fixed by regulations for each officer is not exceeded, or that if it is then charges are collected from the owner, as provided by paragraphs 3625 and 3635, Manual for the Quartermaster Corps.

In loading vehicles of all kinds for short journeys or for journeys where they will be immediately needed at the end of the rail trip, they are usually shipped on their own wheels. In paragraph 3502 of the Manual it provides for the proper manner of loading when so shipped. Where they are destined over seas, however, they should be knocked down and taken apart. When this is done, 36 wagons can be placed on an ordinary 36-foot flat car by the following method: Place the first bed in one corner of the car (its length parallel to the car) so that its side will come out to the stakes or places for stakes on side of car. Take the second bed, reverse it so that the front end shall be opposite rear end of first wagon, turn it bottom up, and place it partly inside and partly outside of the first bed, the inner sides being close together. This arrangement forms a box, with closed ends, which can be filled with parts of the body and running gear. Place the third and fourth beds, similarly arranged, alongside of the first and second, and continue the same arrangement to the other end of the car. In this way 12 beds can be put in first layer on car. Arrange the second and third layers similarly and secure the beds by stout stakes and wire. The linchpins, nuts, bolts, wrenches, etc., of each wagon should be placed in a bag and secured to the bed of the wagon to which they belong.

You will find in paragraph 3507 of the Manual instructions that are very complete as to loading animals, and these instructions should be followed literally, particularly the part relative to the examination of the cars. A rotten board in the floor may

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mean the loss of a valuable animal. If there are no facilities at the camp for covering the floor with sand, sawdust, or cinders the railroad company should be requested to make arrangements for placing this footing in the cars and be given a certificate on which they can make collection of their expenditure for this purpose.

If it should become necessary for any reason to suspend loading before completion, the baggage and box cars should be locked or placed under guard.

When the loading of the property is completed, the shipping quartermaster should see that all doors of every box and baggage car, in which no men are to ride, are carefully sealed by the railroad representative. The quartermaster at destination should take a record of the seals on the cars and see that they are intact before opening the cars.

The quartermaster should begin the preparations of the bills of lading as soon as the necessary preliminary information is received and should complete them as rapidly as possible.

If time admits the officer designated to superintend the loading should consolidate the lists and make a shipping invoice, in duplicate, on Q. M. C. Form 201 for each train section. The shipping invoice should contain lists of property of each organization separately, stating the total weight of the property, the number of vehicles and the number of animals, and must show the number and initials of the car into which the property of each organization has been loaded. The list or shipping invoice should be complete in every detail, so that the shipping quartermaster can make his bill of lading without asking for additional information. If there are private horses shipped, the organization commander or organization supply officer must submit a list, giving the names of the owners of the mounts, the number owned by each, and the number of horses in excess of the authorized mounts, if any.

At most of the larger camps one of the representatives of the American Railway Association will be an accountant chosen for his knowledge of Government accounts and who will assist the quartermaster to such an extent as the latter desires in the preparation of bills of lading and transportation requests. One bill of lading may include all the freight for one train section other than the animals, but care must be taken that the same bill of lading does not include cars of two different train sections. The better way is to issue one bill of lading for the

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vehicles; one for the household goods, if any; one for the artillery, if any; and one for the impedimenta, forage, etc., with a separate bill of lading for each car of live stock. Under the rules of most railroad companies an attendant is furnished free transportation to destination with each car of horses and mules and by preparing separate bills of lading free transportation may be secured for an attendant with each car. The live-stock attendants must not be included in the number called for by the transportation request, but their transportation will be secured by indorsement on the bill of lading as provided in subparagraph 4 of paragraph 3605, Manual for the Quartermaster Corps. The quartermaster should complete the bills of lading in time to deliver them to the train quartermaster before the departure of the train, and the latter will, if there is an established quartermaster at destination, turn the bills of lading over to him on arrival for accomplishment. If there is no quartermaster at destination, the train quartermaster will accomplish the bills of lading and deliver them to the railroad representative.

It can not be too strongly emphasized that every circumstance bearing upon the transportation of Government property should be clearly and conspicuously noted on the face of bills of lading, or else embodied in certificates to be forwarded to the disbursing quartermaster of the freight charges.

If the requisite facts be indorsed on the bills of lading subsequent to the issuance of such documents, the indorsements should in all cases be properly authenticated. If supplied in the form of certificates, full reference to the bill of lading for the shipment should in every case be noted therein.

No matter how particular the quartermaster may be to obtain exact information regarding shipments, *if he neglects to incorporate such into the bills of lading therefor* in the manner indicated, his efforts likely will have been spent to no purpose.

When the final list of personnel (Q. M. C. Form 469) is furnished the quartermaster he will issue separate transportation requests for each train section. If sleeping cars are furnished, issuing one for the rail transportation and another for sleeping-car transportation, being careful to see that each request includes only the officers and men of that particular section, and, as above stated, that it does not include the attendants for animals who have been shown on the bills of lading. The transportation requests for each train section will be turned over

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to the train quartermaster of that section, who should take a record of the serial number, number of persons covered thereby, date and name of quartermaster issuing the transportation requests. As a general proposition these requests should be taken up by the conductor or other railroad representatives on the train rather than by the station ticket agent. This can usually be arranged for through the American Railway representative by having the conductor or other representative accompanying the train furnished with a sufficient number of tickets, ordinarily one party ticket for the total number of passengers being sufficient. Where such arrangements can not be made, the transportation request should be presented to the station ticket agent and tickets procured thereon.

Paragraphs 3516 to 3518 of the Manual provide for the action to be taken in case there are a greater or lesser number of persons than called for by the transportation request. In making up his train the camp quartermaster should consult the train commander and should then advise the American Railway Association representative as to the exact make-up of each train, showing the order in which the cars are to be placed in the train. After the trains are made up they should go through to destination intact, unless there is some especially good reason to the contrary. Under no circumstances should troops be separated from their rations and messing facilities or animals from their forage and caretakers. It must be borne in mind that accidents, freight blockades, or other reasons may make it necessary to unload before destination is reached, and in such cases the troops must have with them the necessary matériel.

Particular attention should be paid to the supply of water for drinking purposes. The facilities that are sufficient for normal commercial travel are usually inadequate for troop movements, and a supplementary supply should be provided by placing a galvanized-iron water can filled with water on the platform of every coach, Pullman, or tourist car.

The quartermaster must keep a complete record covering every movement of troops, showing the hour cars were ordered, the hour they were placed for loading, the condition of the cars upon inspection, the hour loading was completed, the hour each section was ready to move, the hour of departure, with initial, number, and kind of car in each section, and cause of delay, if any, and any circumstances affecting movement, so that he may be ready at any time to answer any questions that might arise

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relative to any particular movement of troops. A comprehensive record such as shown above will save a shipping quartermaster a good deal of unpleasantness when he is called on for a statement as to some particular feature of a movement.

It is not possible in a short address to give the many details with which a quartermaster is charged in the movements of troops. The duties of a shipping quartermaster in any large movement of troops are so multitudinous that he must proceed along the line of a well-thought-of scheme. He should make a particular study of paragraphs 3440 to 3531 of the Manual for the Quartermaster Corps, covering the transportation of troops, as well as paragraphs 3353 to 3398, covering the issuance of transportation requests, and 3399 to 3425, covering the issuance and accomplishment of bills of lading. He should take the fullest possible advantage of the assignment of the American Railway Association representatives and consult with them fully in any matters pertaining to the details of transportation which are not covered in either Army Regulations, Field Service Regulations, or the Manual for the Quartermaster Corps, and should always bear in mind that he is held directly responsible for the prompt and expeditious movement of the troops from his station.

Although "transportation of troops" usually refers to the movement of organizations, it also includes the transportation of the individuals comprising the troops, and, strange as it may seem, it is in the transportation of the individuals that most errors occur. The following rules relative to the issuance and use of transportation requests should be borne in mind:

Be sure to read carefully instructions on back of request.

Transportation requests should be carefully filled out in a legible hand. The proper remarks, names, etc., should be entered on the lines provided.

If the issuing officer is not sure of the routing which will yield the lowest net fare, he should leave the space provided for routing blank, merely inserting the name of the road on which request is drawn.

No alteration should be made on the face of any transportation request. Lines on the back are for that purpose.

Quartermasters issuing requests should make it a point to clearly instruct the person to whom it is given where and how to sign the transportation request and how to procure ticket.

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The person to whom request is issued should sign in the proper place, always showing his rank and organization. Unless signed by a commissioned officer, the signature must correspond with the name shown on second line of transportation request.

Wherever possible, the transportation request should be presented at the ticket office and ticket obtained before boarding train.

If any change is made en route in the number of the party, a memorandum containing full details should be mailed to the depot quartermaster settling the accounts of that particular railroad. If the location of this depot quartermaster is not known, the information should be sent to the Quartermaster General, Washington, D. C.

If transportation request is not used it should be turned in to the issuing quartermaster.

All officers traveling with an independent command, irrespective of its size, should secure a transportation request if at all possible to do so. If not, certificate of the detail should be made and given to the conductor of the train. Copy of this certificate should be sent to the depot quartermaster settling the accounts or the Quartermaster General, Washington, D. C.

To illustrate the different allowances of transportation and to show what the transportation division of the Quartermaster Corps does for the enlisted man, I have written a little story. The allowances given in each case are those *now* provided for by regulations, and the action ends just before the outbreak of the present war. We will now see—

HOW JIM SMITH TRAVELED.

Jim Smith walked down the streets of Milwaukee, young, able, and in excellent health; he was, nevertheless, unemployed and had been unable to secure a position. As Jim would himself have expressed it, "He was on the hummer and needed a job." The flag flying from the United States Army recruiting station caught his eye, and he looked with envy at the trim, well-fed, and well-clothed sergeant who was standing on the sidewalk. Entering into conversation with the sergeant, Jim became imbued with the military spirit and finally decided to enlist, was put through a preliminary examination, found acceptable, and became an "applicant for enlistment," and was ready to start on the first of the many journeys he was to make while in the military service.

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Leaving the Milwaukee recruiting station with other applicants, he is taken to the railroad station, and from there by train and street car to the main recruiting station at Chicago, and with several others is that evening placed on the train for St. Louis en route to the recruiting depot at Jefferson Barracks, Mo. Jim is still "an applicant for enlistment," and, while he is furnished railroad transportation, is not given any sleeping-car accommodations.

Jim and his companions reach St. Louis and are given street car transportation to Jefferson Barracks, where Jim is again given a final and thorough mental and physical examination, and, being found qualified, is definitely enlisted. Jim remains at Jefferson Barracks for some weeks undergoing a course of preliminary instructions, and is eventually assigned to the Thirtieth Infantry at Fort Sam Houston, Tex., and ordered to be ready to leave the following evening. There are some 200 recruits in the party, and the next day a train is run into the barracks, consisting of tourist sleepers, kitchen car, and baggage car. Jim is now an enlisted man and is, under the regulations, entitled to a tourist sleeping car berth if the journey exceeds 12 hours and is scheduled to terminate after midnight. Recruits board the train and their comfortable journey to San Antonio begins. To Jim, who has never traveled except in a day coach with a cold lunch in his pocket, clean, comfortable berths, and the kitchen car, with its service of hot meals brought by the men to the little tables placed between each seat, seems palatial, and he remarks to his "bunkie," "Its a long time at the trade you would be working before you rode in your special train."

The second morning the train reaches San Antonio and is switched out to Fort Sam Houston, where Jim and his companions detrain and proceed to the post headquarters. We will not dwell upon the daily life as a soldier of our friend Jim, now Private Smith, but sufficient to say that he behaved himself and improved his opportunities. About a year after his arrival at Fort Sam Houston the Thirtieth Infantry changed stations to Fort Missoula, Mont., and Jim, now Corpl. Smith, accompanied his organization. This time three special trains are run to the siding near the post and again Jim and his comrades entrain, two men in the lower berth and one in the upper in accordance with regulations. Each train has its own kitchen car, and a short description of the kitchen car may not be amiss. It is an ordinary 16-section tourist sleeping car with the berths

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removed from two of the end sections; in these sections is installed a range, and the Pullman Co. furnishes a cook and a cook's helper. The only additional charge made for these cars is the usual tariff rate for the two sections, the salary of the cook and helper, and the cost of the coal and ice used. The garrison ration is served, and the use of this kitchen car insures three hot meals a day of good, wholesome food at a cost of about 32 cents per man per day, or about 11 cents per meal. It must not be thought that these meals are not excellent, both in quantity and quality. The Navy Department, following the practice of some years in the Army, has recently tried out kitchen cars in the movement of large bodies, and finds that they can feed their men better with kitchen cars for 32 cents per day than they formerly did by paying $1.50 per day in dining cars and railroad eating houses.

But to return to our friend Jim. The first fall he spent in Fort Missoula he and some of his companions applied to the commanding officer for one week's hunting, the request was approved, and the Quartermaster Corps furnished a team of mules and a wagon for them to make the trip. The hunting was good, but poor Jim got caught in a heavy rain, and contracted rheumatism, and in spite of excellent care given him by the post surgeon on his return was unable to rid himself of it in that climate. The surgeon decided that the only cure for him was a course of baths, and Jim took another ride, this time to the Army and Navy General Hospital at Hot Springs, Ark. Being an invalid, on this trip Jim was, by regulations, entitled to a lower berth in a standard sleeper, which, together with his rail transportation and a cash allowance for meals, was furnished him by the Quartermaster Corps. The treatment at the Hot Springs hospital soon restored Jim to health, and the quartermaster at the hospital furnished him transportation back to his home station, Fort Missoula.

Life moved along in even channels for Jim after his return to Fort Missoula, and in due course his term of enlistment expired. Under the act of June 3, 1916, he was entitled to 3½ cents per mile from his place of discharge to place of enlistment; Jim had decided to reenlist, and on expiration of his term of enlistment the quartermaster paid him $59.04 in lieu of transportation.

Jim wanted to see more of the world and on reenlistment requested assignment to the Philippines. His request was granted

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and Jim was sent to Fort McDowell, Cal., to take transport for Manila. Being a corporal, Jim is below grade 16 (par. 9, Army Regulations), and is furnished second-class transportation and tourist sleeping-car berth where available when the journey exceeds 12 hours and is scheduled to terminate after midnight, but if there were no tourist cars operated over the route he was going to travel, he would be given an upper berth in a standard sleeper. Had Jim still been a private he would have been entitled to a seat in a coach or berth in a tourist car, upper if available, as standard sleeping-car accommodations are not furnished to enlisted men other than noncommissioned officers except in the case of invalid soldiers and attendants. The quartermaster at Fort Missoula furnished Jim orders for railroad and tourist sleeping-car accommodations to San Francisco, and on reaching the latter city Jim was transported by the harbor boat of the Quartermaster Corps to Fort McDowell, Angel Island, there to await the sailing of the transport. After a few days at Fort McDowell the harbor boat took Jim across the bay to the transport dock and he boarded the transport for his first ocean trip. The trip of 26 days across the Pacific, broken by stops at Honolulu and Guam, was a novelty to Jim and he enjoyed it greatly; the meals were good; the sleeping accommodations clean and sanitary; there was not only plenty of room for exercise, it was obligatory; and an Army surgeon was always available if any ailment developed.

Jim reached Manila feeling none the worse for his long trip and began his tour of duty in the Philippines. While there Jim's duties took him to many parts of the archipelago; on his water trips he rode on transports, launches, scows, lorchas, bancas, cascos, and tugs; on his land trips, on horseback or muleback, on bicycles and motorcycles, and in railroad trains, automobiles, escort wagons, and street cars drawn by mules, all furnished by the Quartermaster Corps.

Returning to the United States on the transport, Jim was sent to Fort Apache, Ariz., the quartermaster furnishing him transportation by rail to Holbrook and by stage from Holbrook to Fort Apache. Jim was serving his third enlistment and was now Serg. Smith. His record being good and having the necessary qualifications, he was detailed for duty with the National Guard of Wisconsin as sergeant instructor and sent to his old home, Milwaukee, the Quartermaster Corps furnishing transportation by stage to Holbrook and railroad transportation and tourist berth from Holbrook to Milwaukee.

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While on this detail Jim was married, and on the expiration of his detail was sent to Fort Sheridan, Ill. Jim being a noncommissioned officer, grade 17, the Quartermaster Corps furnished transportation for himself to Fort Sheridan and also for the authorized allowance of baggage (household goods and personal effects), fifteen hundred pounds. His transportation allowance is the same as when he was a corporal except that he is now given transportation for fifteen hundred pounds of household goods.

While at Fort Sheridan Jim developed tuberculosis, and the surgeon ordered him sent to the general hospital, Fort Bayard, N. Mex., the Quartermaster Corps furnishing him railroad and sleeping car accommodations. With the special care given him and the climatic conditions, Jim recovered, but requested transfer to some organization in the Southwest. His request was granted and he was transferred to his first station, Fort Sam Houston. While here Jim made a trip to Washington as an attendant for an insane soldier, transportation being furnished by the Quartermaster Corps for both the insane man and Jim, and, the case being a violent one, a drawing room in the sleeping car was furnished.

Some time after his return Jim was appointed a quartermaster sergeant and transferred to Fort Bliss, Tex.; he was now a noncommissioned officer, grade 13, and entitled by regulations to transportation for himself, a lower berth in a standard sleeper, or seat in a parlor car if necessary, and transportation for 3,000 pounds of household goods, all of which was furnished him by the Quartermaster Corps. Being above grade 17, Jim is now entitled, in traveling without troops, to the best accommodation available.

While Jim was at Fort Bliss one of the enlisted men at the post died and the Quartermaster Corps sent the remains back to the home of the man by express. On another day a soldier reported at the post and presented a furlough from Fort Crockett, stating that he was without funds with which to return; the quartermaster furnished transportation but notified the soldier's commanding officer in order that the amount might be collected from him, as provided by regulations. Jim was transferred from time to time and served at several Coast Artillery posts. In one of his changes he was transferred from Fort Hamilton, N. Y., to Fort Monroe, Va. He went to New York on the quartermaster harbor boat and was furnished transporta-

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tion by sea from New York to Newport News, including meals and berth.

Jim remained in the service until he had served 30 years, when he applied for retirement. Almost the first branch of the service with which he had come in contact on his entrance was the Quartermaster Corps and it was also the last. The orders were issued directing his retirement, under which he could select any point in the United States as his home. He decided to locate in Milwaukee, and the Quartermaster Corps furnished transportation and lower berth for Quartermaster Sergeant James Smith, retired, from his last post, Vancouver Barracks, Wash., to his home, Milwaukee, Wis., and also for his 3,000 pounds baggage.

Jim had made a study of transportation while a quartermaster sergeant, and as he and Mrs. Smith sat in the Pullman his mind went back over his 30 years' service. He had been in most of the United States, Hawaii, Alaska, Canal Zone, and the Philippines. He had ridden in box cars, baggage cars, day coaches, tourist sleepers, standard sleepers, parlor cars, automobiles, motor trucks, street cars, stages, and escort wagons; on horses, mules, bicycles, and motorcycles; on sleds, behind dogs, in Alaska; on Army transports, ocean liners, harbor boats, mine planters, launches, scows, lorchas, bancas, cascos, and tugs—all of this transportation having been furnished by the Quartermaster Corps.

We will leave our old friend en route to Milwaukee, where he will settle down and draw his retired pay of $67.50 per month.

Gentlemen, I thank you.

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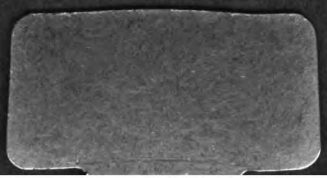
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